GAZELLE FRAME RANGE 1989

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Gazelle, it's all in the frame

Gazelle make top quality race framesets and racing cycles for all aspects of cycle sport and are ridden by tens of thousands of racing cyclists and tourists. Gazelle have applied perfect craftmanship together with the most advanced technology to produce a complete range of framesets for 1989. They combine superb handling and stability with maximum responsiveness. Hand built of extremely strong but ultra light Reynolds tubing, they achieve the ultimate in strength to weight ratios.

Gazelle, a quarter of a century's racing experience

For nearly a quarter of a century Gazelle have been building top quality race frames. The Race Department of our factory in Dieren, Holland produces about 40 handbuilt framesets and racing cycles every day. We have always had a close association with many of the leading performers and most demanding participants in every branch of cycle sport. We are constantly updated on recent developments and quality requirements enabling us to keep in step with the latest trends and physical demands of racing cyclists.
In order to guarantee that our products are the very best the launching of any new frameset is preceded by a long period of experimentation with varying dimensional and design features. Our long experience in the field of frame design is the basis of our successful series of race frames. Trends in cycle sport among professional and other top racing cyclists are monitored continuously. In this way we have succeeded over the years in transfering experience into practical frameset dimensions. All in all this results in a product of the very highest quality. Custom built at the Gazelle Race Department we produce precision bikes for many famous national and international stars.

As indicated in this brochure, there are basic differences between one type of frame and another. These differences are not limited to details of finish or fittings: it is the very dimensions of the frame and the fork, together with the materials chosen, which determine the unique character of each Gazelle frame. There is a very wide choice, starting with an allround racing frame, generally suitable for many different purposes. The AB, AA-Special, AA-653, Formula Race and Formula Trim-frames have the same dimensions. All these frames are the basis for fast, smooth and yet rigid racing cycles. We have succeeded in achieving greater responsiveness with the use of the narrowest angles possible and limiting margins of tolerance as much as possible.

The Champion Mondial AA Super frame is an even more precise version of the Gazelle racing frame. The shortened wheel base and strengthened rear stays make for precise handling and more direct power transmission.

The Race Department: an elite school of bicycle manufacture

Gazelle's elite school of bicycle manufacture can be found in a 1.100 m² purpose built workshop in the heart of the factory itself: the Race Department, where top quality race and other framesets are built by hand.
The rapid development of the Gazelle Race Department is due precisely to the fact that its high quality products have led to an ever growing demand.
Gazelle has always been ahead in technical developments and will continue to be so.

In the Gazelle Race Department special attention is also given to renovations and repairs. All Champion Mondial frames can be resprayed in our specialised paint shop. A valuable service, as taste in finishes changes quickly.
Top quality frames and continuing service - at all times - is what Gazelle stands for.

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Gazelle Low Profile frame - a pure show of strength

Gazelle regularly develops and builds prototypes, including low profile cycles. The photograph shows a high performance low profile cycle with compact frame, built for minimum air resistance. Your race dealer, working from individual ergonomics and riding style, can take your order for the made to measure construction of a Gazelle low profile frame.
Gazelle Champion Mondial, the ideal starting position for a personal best!

Gazelle Low Profile frame, the transformation of effort into sheer speed

Top quality for sport and recreation
Cycling is becoming ever more popular, both with individuals and with organised groups. An ever increasing number of discriminating enthusiasts are demanding value for money - whether for organised touring, triathlons, road racing, rough terrain- or ATB-events. Gazelle frames, hand-made and using the most advanced techniques and materials, provide the perfection of Dutch craftmanship at an affordable price.

Gazelle Race Dealers

You are welcome at any Gazelle dealer, where service and advice are readily available. Your Gazelle dealer will be able to quote current prices.

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Formula Race-Frame

Basic racing frame constructed of double butted Reynolds 501 tubing. Brazed-on gear lever and bottle bosses. Gazelle frame ends. Rear brake cable through top tube. Microfusion fork crown. N.C.O. (New Continental Oval) fork blades. Suitable for 6 speed freewheel.
Weight: ± 2.8 kilos.
Frame sizes: 51, 54, 56, 58, 60, 62, 64 centimetres.

Gazelle Formula frames can be supplied with the following optional extras, which are not included in the basic price:
- Pump fitting
- Double bottle bosses
- Brazed-on front derailleur boss
- Photo-finish plate (detachable)
- Fully chromed front fork (Formula Race, Trim and Triathlon only).

Formula Trim-Frame

Made entirely of Reynolds 501 tubing. A basic racing frame with all the features of the Formula Race plus frame ends with mudguard eyes.
Weight: ± 2.8 kilos.
Frame sizes: 51, 54, 58, 60, 62, 64 centimetres.

Cross frames are built to approximately the same dimensions as road racing frames, but adapted for use over rough terrain. The build up of debris is

reduced to a minimum with greater clearances for the wheels in the frame and fork. Similarly, a longer wheel base, together with increased fork rake, is designed to be able to handle rougher terrain. As stability is an absolute necessity off paved roads, a cross cycle has the manoeuvrability of a road racing cycle but with a heightened bottom bracket.

Formule Cross-Frame

Cross frame, constructed entirely in Reynolds 501 tubing. Brake cable and rear derailleur cable guides on top tube. Suitable for cantilever brakes. Gazelle frame ends. Brazed-on fitting for the front derailleur cable guide on left of the headset lower lug.
Weight: ± 2.85 kilos.
Frame sizes: 51, 54, 56, 58, 60 and 62 centimetres.

All Gazelle Formula frames can be delivered in one of six colours: ivory white, pink, ocean, Amstel red, Brussels blue, aguagreen.

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Triathlon, came to Europe from the States and has achieved great popularity with a rapidly growing group of all-round athletes

As a rule triathlon requires lower reaction speeds than road racing. For that reason it is possible to use a somewhat longer wheel base and shallower angles in the geometry of a purpose-built Triathlon frame. This also makes riding performance less sensitive, a favourable factor in long and strenuous events. The design of a Formula Triathlon-frame allows the use of conventional, upturned or triathlon type handlebars.

Your Gazelle racing dealer can, using the specially developed Formula Triathlon-frame, assemble a completely adapted Triathlon racing cycle. Much depends on your riding style, personal performance and requirements.

Gazelle Triathlon-Frames - the transformation of effort into sheer speed

Formula Triathlon-Frame

Made entirely from Reynolds 501 tubing. Dropped, curved top tube for a compact frame. Gazelle frame ends. Rear brake cable through top tube. Brazed-on gear lever bosses, double bottle bosses and pump peg.
Weight: ± 2.8 kilos.
Frame sizes: 56, 58, 60, 62 and 64 centimetres.

The A-frame has been constructed for the non-competition cyclists. Derived directly from it are the Champion Mondial Randonneur- and Formula Randonneur-frames. Each frame is roughly similar in terms of geometry, yet each offers its own separate possibilities in terms of assembly. Special attention has been paid to riding comfort and handling for tourists and randonneurs. The expertise of many such riders across Europe has contributed to the design of these framesets with their longer wheelbases, shallower angles and increased fork rake.

Formula Randonneur-Frame

Made entirely out of Reynolds 501 tubing. Brazed-on fittings for: gear levers, double bottle cages, cantilever brakes, front and rear carriers. Bridge on seat stay for brake cable. Brazed-on pump peg. Gazelle frame ends with mudguard eyes. Cinelli fork crown.
Weight: ± 2.9 kilos.
Frame sizes: 51, 54, 56, 58, 60, 62, 64 centimetres.

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A-Frame Champion Mondial

Hand-made, light weight and comfortable - these are three of the advantages of these Gazelle high quality frames, made entirely of Reynolds 531 ST tubing (double butted). Frame ends with mudguard eyes. Brazed-on gear lever and bottle cage bosses. Chain support on seat stay. Gear cable guides under bracket. Two brake cable stops on the bottom left of top tube. Weight: ± 2.8 kilos.

Extras:

The A-frame can be constructed in an adapted 70-centimetre version: mudguards can also be fitted.
Chromed right-hand chain stay, combined with chromed rear and front fork ends.
Partially chromed rear stays.

AB-Frame Champion Mondial

Basic racing frame, made entirely from Reynolds 531 Competition tubing. Suitable for road racing, triathlons, but also a favourite with the faster tourist. Short Campagnolo frame ends without mudguard eyes. Brazed-on gear lever and bottle cage bosses. Cable guides under bottom bracket. Two brake cable stops on the bottom left of top tube. Chain support on seat stay. Microfusion fork crown and N.C.O. (New Continental Oval) fork blades. Brazed-on Campagnolo front derailleur boss.
Weight: ± 2.7 kilos.

Extras:

Photo-finish plate (detachable)
Chromed chain stay combined with chromed rear and front fork ends.
Partially chromed rear stays.
Double set of bottle bosses.
Pump peg.

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AA-Special-Frame Champion Mondial

Special racing frame made of Reynolds 531 tubing, ideal for longer road races. Short Campagnolo frame ends without mudguard eyes. Brazed-on bosses for: bottle cage, gear lever and front derailleur. Rear brake cable through top tube. Chain support on seat stay. Microfusion fork crown Bertoli Aero and N.C.O. (New Continental Oval) fork blades. Microfusion spoiler bracket with integrated cable guides. Gazelle engraved seat stay, head and seat lug. Weight: ± 2.7 kilos.

Extras:

Photo-finish plate (detachable).
Chromed right-hand chain stay, in combination with chromed rear and front fork ends.
Partially chromed rear stays.
Double set of bottle bosses.
Pump peg.

AA-653-Frame Champion Mondial

An exclusive racing frame with all the advantages of the AA-Special-Frame, but constructed of high value Reynolds 653 tubing, ultra light yet super strong. Short Silva Skema frame ends. Rear brake cable through top tube. Chromium plating of a 653 frameset is not possible.
Weight: ± 2.6 kilos. Frame sizes from 49 to 62 centimetres in increments of one centimetre.

Extras:

Photo-finish plate (detachable).
Double set of bottle bosses.
Pump peg.

AA-Super-Frame Champion Mondial

Short, manoeuvrable and rigid competition frame made of Reynolds 531 Competition tubing and high quality steel lugs. Ideally suited for criterium racing, gaining metres on the competition at every bend. Grooved seat tube for shorter wheel base. Vertical rear ends. Microfusion bracket with brazed-on cable guides under the bracket. Microfusion fork crown for extra rigidity. Brazed-on bottle cage bosses. Chain support on seat stay. Brazed-on front changer boss. Rear brake cable through top tube. Gazelle engraved seat stay, head and seat lug. Weight: ± 2.7 kilos.

Extras:
Photo-finish plate (detachable).
Chromed right-hand chain stay, combined with chromed rear and front fork ends.
Partially chromed rear stays.
Double set of bottle bosses.
Pump peg.

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Cross-Frame Champion Mondial

Constructed entirely in Reynolds 531 tubing (double butted). Campagnolo frame ends. Brazed-on fittings on top tube for derailleur and brake cables. Suitable for six of twelve speed gearing. Weight: ± 2.8 kilos.

Frame sizes from 49 to 64 centimetres in increments of one centimetre.

Randonneur-Frame Champion Mondial

A top quality frame for tourists made entirely from Reynolds 531 ST tubing. Wheel base 103-105 centimetres. Frame ends with two mudguard eyes each. Brazed-on cantilever brake bosses. Brazed-on fittings on frame and fork for front and rear carriers. Double bottle bosses. Two brake cable stops to the lower left of top tube. Bridge on seat stay for brake cable. The randonneur frame is based on the famous Gazelle A-frame.
Weight: ± 2.9 kilos.

Low Profile-Frame Champion Mondial

Specially designed frame to allow the rider to achieve the optimum streamlined position. Made entirely of Reynolds 531 tubing. The frame is ultra compact, featuring a dropped, curved top tube and grooved seat tube. Special seat stay construction. Available in either road or track version.
Weight: ± 2.7 kilos.

ATB-Frame Champion Mondial

An ATB frame (All Terrain Bike, Mountain bike, Off-the-Road bike), made entirely of Reynolds 531 "All Terrain" tubing. Suitable for U-brake, rear brake brazings beneath horizontal rear stays. As a rule the correct ATB frame size is 4 to 6 centimetres less than that of a conventional race frame.
Gazelle ATB frame sizes: 49, 54 and 59 centimetres.
Weight: ± 2.9 kilos.

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Frame sizes

The sizes of the Champion Mondial frames increase in increments of one centimetre from 49 to 66 centimetres, unless stated otherwise.

Gazelle frames

This brochure contains illustrations of all our frames, describing them with full technical details. The frames are shown with a head set, but in fact are delivered without. The frames are sometimes pictured with optional extras which are not included in the basic price. These extras include combination colours, chromed parts, photo-finish plates or double set of bottle cage bosses. The indicated "±" weight include the front fork and are based on 58 centimetres frames.

Most Champion Mondial frames have a number of options available, which are not included in the basic price. These include photo-finish plates, a double set of bottle cage bosses, chromed chain stay, in combination with chromed rear and front fork ends and partially chromed rear stays.

Gazelle frames have certain distinctive marks which are quality guarantees. These include:
* the name "Gazelle" under the bottom bracket.
* stamped frame number under the bottom bracket.
* transfers with "Origineel Gazelle Handwerk" on the seat tube.
* original Gazelle metal headbadge.

(Photo captions)
Optional photo-finish plate
Optional brazed-on changer boss on seat tube
Optional chromed chain stay and chromed rear ends
Optional chromed front fork
Champion Mondial frames can be delivered with or without "Gazelle" transfers on the front fork
Optional pump peg

Gazelle racing frames, the transformation of power into speed

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The geometry of Gazelle frames

Gazelle take great care to ensure that the dimensions of their frames are calculated with great precision. But it is important to bear in mind that a frame must always suit the individual. For that reason the range of frames on offer is very wide and mainly built at intervals of one centimetre. Various frame sizes differ not only in terms of seat tube length, but the ratio of all other dimensions is also carefully calculated. For example, in the case of a larger frame, the top tube becomes longer and the seat angle becomes steeper. This is to ensure there is complete correlation between the build of the cyclist and his riding performance.

In order to decide upon the correct frame size, you'll need the advice of a specialist, a Gazelle dealer. In order to get a preliminary idea, here are a few rules of thumb:
- The frame size is measured from the centre of the bracket to the top of the seat tube.
- One way of deciding your correct frame size is to measure your inside leg from the bare sole of the foot to the groin, multiplied by 0.885. In this way you get the approximate correct length from the centre of the bracket to the top of the saddle.

Many other factors play a role, such as the relative lengths of the upper and lower parts of your legs and the height of the saddle pin (varying between 8 and 12 centimetres) and even the type of saddle. However, the Gazelle dealer is your recommended advisor. After all, he has to live up to the slogan: **"Gazelle - it's all in the frame!"**

The actual dimensions of the various Gazelle frames are indicated in the accompanying table and diagram. Naturally the lengths and angles have not been chosen at random. We have tried to make it clear just how much time is spent on getting the dimensions of our products just right. Years of experience have shown us the way. Gazelle frames are the result of a combination of a glorious racing record, including many World Champions and Olympic medal winners, and scientific and technical knowledge from the best frame designers and they come from Dieren in Holland!

A complete guarantee from Gazelle!

An unlimited guarantee covers faults in material and construction for the first owner, for frames in original condition and for normal use. The paint guarantee is five years.

Assembly, dismantling and carriage costs are nog reimbursed under the guarantee.

Track racing too

Gazelle's racing department also builds frames for all track disciplines including frames for special time trial and motor paced(stayer)events.

(Table:)

Frame type
Angle at seat (B)
Top tube (C)
Bracket height (D)
Fork rake (E)
Wheel base (M)
N.B.: D, E and M are based on 58 cm frames.

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It's all in the frame

It's all in the frame - Gazelle frames with that something special. They are built for maximum speed and manoeuvrability from Reynolds tubing by Gazelle racing frame specialists - an ideal combination. Reynolds tubes are double butted, in other words tubes in which the walls are thicker at the ends than at the centre. The result is an optimum relationship of strength/rigidity to weight ratio, as well as perfect geometry and exact craftsmanship, adjusted to suit every requirement. Some tube dimensions and the diameter of the seat pin are indicated below.

Reynolds 653

Gazelle's Reynolds AA-653 frame is made entirely of high quality double butted Reynolds 653 manganese-molybdenum tubing. Top tube: 0.7/0.5; down tube: 0.8/0.5; seat pin: 27.2 millimetres. The perfect frame for road racing.

Reynolds 531 Competition

Reynolds 531 C tubing, double butted and also made entirely of manganese-molybdenum, the quality material used to build Gazelle's AB, AA-Special and AA-Super frames. Top tube: 0.8/0.5; down tube: 0.9/0.6; seat pin: 27.2 mm. Real all-round frames for road, track, cross and time trial events.

Reynolds 531 Super Tourist

Strong Reynolds 531 ST tubing, also made of manganese-molybdenum, used in both the A- and Randonneur-frames.
Top tube: 1.0/0.7; down tube: 1.0/0.7; seat pin 27.2 mm.

Reynolds 501

All Gazelle Formula frames are built from chrome-molybdenum Reynolds 501 double butted tubing. These Formula frames are suitable for use in racing, fitness, cross, touring and triathlons. Top tube: 0.9/0.6; down tube: 0.9/0.6; seat pin: 27.0 mm.

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Gazelle continually aims to achieve the optimum quality for all its products. To maintain these high standards, specifications in this brochure maybe subject to change.

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